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TECHNICAL PROPOSAL FOR

SOLICITATION NUMBER **N61340-11-R-0044**

C-40 AIRCREW TRAINING

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US FOIA (b) (4) – Training Center Manager

US FOIA (b) (4)

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SECTION 1: TRAINING FACILITY, EQUIPMENT, INSTRUCTOR PERSONNEL

TRAINING CENTER CERTIFICATION

Flight Training International (FTI) has an FAA approved applicable 737-NG training program approved under FAA Federal Aviation Regulation (FAR) Part 142. A copy of FTI's 142 certificate is included as an attachment. ([FTI 142 Certificate](#))

TRAINING FACILITY AND CAPABILITIES

All training, including classroom academic and simulator training, shall be conducted within the Continental United States (CONUS) from a single, centralized location at time of training. Instructors will be certified under Title 14 CFR Part 142. FTI will provide: all the necessary facilities, certified instructors, management personnel, scheduling/administrative personnel; materials; rights for use of materials for this contracted training, training devices, simulators;

and courseware/materials needed for the training of the C-40A pilot/crew chief personnel.

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US FOIA (b) (4) US FOIA (b) (4) Once a student is scheduled for

training, the student will complete all training at a single facility. US FOIA (b) (4)

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The FAA requires that FTI obtain contracts that provide for FTI's exclusive use of a simulator prior to authorizing FTI to use a simulator under Part 142. FTI is compliant in with this rule.

Upon award of the contract, FTI will begin reserving simulator time for the duration of the contract to ensure availability.

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US FOIA (b) (4) This facility is a Federal Aviation Administration (FAA)

approved training center. US FOIA (b) (4) US FOIA (b) (4) US FOIA (b) (4)

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US FOIA (b) (4) Authorization to utilize these facilities is provided as an attachment. ([Training Spec A008](#))

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US FOIA (b) (4). Offering pilot, maintenance and flight crew training, this conveniently located, US FOIA (b) (4) facility contains US FOIA (b) (4) FAA Level C and D aircraft simulators, fully equipped state-of-the-art classrooms, an aviation resource center, and a dining room.

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Located US FOIA (b) (4) US FOIA (b) (4) Airport, the US FOIA (b) (4)

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US FOIA (b) (4) US FOIA (b) (4) US FOIA (b) (4) operates 365 days a year. The US FOIA (b) (4) houses US FOIA (b) (4) simulators for training on each aircraft type US FOIA (b) (4) US FOIA (b) (4)

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LOCATION OF TRAINING FACILITIES

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Each of these facilities is located within 15 minutes of a major US airport. Because of their

airport locations, there are ample hotels and amenities within the vicinity [redacted] US FOIA (b) (4).

Hotels such as [redacted] US FOIA (b) (4) are a 2-3 mile drive from [redacted] US FOIA (b) (4)

[redacted] US FOIA (b) (4) [redacted] US FOIA (b) (4) [redacted] US FOIA (b) (4) [redacted] US FOIA (b) (4) [redacted] US FOIA (b) (4) [redacted] US FOIA (b) (4) [redacted] US FOIA (b) (4) [redacted]

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[redacted] Local hotels offer free shuttle service from the airport, although rental cars are also readily available. Area hotels have restaurants on the premises and there are national chain (Outback, Chili's etc.) restaurants within walking distance.

SIMULATOR CAPABILITY AND FIDELITY

FTI will provide a Boeing 737-700 or 800 flight simulator whose performance capabilities minimally meets all training and flight requirements defined in 14 CFR Part 121 and 61. The simulator(s) shall be certified Level "C" or higher under FAA Advisory Circular 120-40. All required capabilities of 14 CFR Part 121 and 61, and FAA Advisory Circular 120-40 shall remain in full force and effect for the duration of the contract period of performance.

Simulators will have the following equipment: Flight Mode Annunciators, IRS, VOR/DME, ILS, GPS, HUD, Weather Radar, Predictive Windshear, Reactive Windshear, Radar Altimeter, GPWS, Enhanced GPWS, VHF, Transponder, TCAS, ACARS, ELT, and Voice Recorder.

Simulators will not have TACAN or UHF capability. FTI will advise the C-40A Model Manager, Commander Naval Air Reserve Force Program Manager, and COR in writing of any changes in FAA simulator certifications/re-certifications, upgrades, modifications, or changes that may impact on simulator capabilities. Each simulator shall have freeze/reset capability. FTI will

ensure maintenance reliability and device availability. All flight simulator training periods will be geared to "flight training", vice "check flights".

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COCKPIT FAMILIARIZATION TRAINER/MOCKUP

Cockpit mockups will be used during classroom training and for training cockpit setups.

Poster panels representing the actual cockpit and systems are used in the classroom to provide a visual reference during systems discussions. Full size panels are also mounted in a cockpit mockup/cockpit familiarization trainer (CFT) which is commonly referred to as a 'paper tiger'. This device allows the pilot to practice cockpit setups and to orient himself with regards to the relative location of each piece of equipment on the flight deck.

PART TASK TRAINER/FIXED BASED SIMULATOR

Part-Task-Trainer events will be used during the initial qualification course in order to provide an interactive environment for pilots to familiarize themselves with the 737 autoflight system. US FOIA (b) (4) US FOIA (b) (4) US FOIA (b) (4)

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US FOIA (b) (4) Training in this device will administered by a fully qualified FAA approved Ground or Flight instructor.

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FMC TRAINER

FTI will utilize a PC based FMC trainer for briefing and debriefing during the initial

qualification PTT phase.

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US FOIA (b) (4) US FOIA (b) (4) US FOIA (b) (4) [REDACTED]. The device may be used by an instructor as a classroom aid, or as a briefing and de-briefing tool used to preview training sessions in a flight training device or full-mission simulator.

INSTRUCTOR PERSONNEL

Minimum qualifications to serve as an Instructor or an Evaluator in this curriculum are covered in the Flight Training International (FTI) Operations Manual section 5.2. Initial qualification and subsequent recurrent qualification of Instructors and Evaluators for this curriculum will be conducted in accordance with the Flight Training International (FTI) Operations Manual sections 5.0 – 5.7. Documentation of Instructor and Evaluator Training will be in accordance with the FTI Operations Manual sections 7.2-7.3.

All instructors will be current with FTI's FAA certified instructor training course. [REDACTED] US FOIA (b) (4)

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are available upon request.

SIMULATOR POSITION FILL-INS

When requested, FTI will provide a C-40A (737-NG) FAA approved instructor or a qualified Second-In-Command (SIC) pilot to act as the second pilot. If a Fill-in is provided by FTI, that individual will participate in all required simulator training 100% of the time.

SECTION 2: COURSE CURRICULUM AND PERFORMANCE LEVELS/CAPABILITIES

INITIAL QUALIFICATION CURRICULUM - OVERVIEW

This course is a draft, submitted for approval by the C-40A NATOPS Model Manager.

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US FOIA (b) (4) US FOIA (b) (4) A [footprint](#) and [outline](#) of the Initial Qualification Curriculum is provided as an attachment.

This course will qualify designated Military Aviators as Pilot in Command (PIC) of the B-737-700 IGW (C-40A) aircraft by enabling them to perform, in a flight simulator, the required maneuvers and procedures required by 14 CFR Part 142, Air Transport Pilot Practical Test Standards (FAA-S8081-5) and Second-in-Command for a Type Rating/ATP FAA certification with the exception of a check flight. Simulator flight performance standards shall minimally be at the Type Rating/ ATP level for the C-40A Pilot Initial and Recurrent Training courses.

Initial Pilot Training shall be completed within a total number of 19 business days and 17 training days. This training will consist of 3 days of classroom, 5 days of Part-Task-Trainers and 9 full flight simulator periods (including the evaluation). The course consists of 117.5 total course hours.

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The C-40A initial qualification course is a standalone course that requires no pre-study and is designed to ensure that an average student can satisfactorily meet the requirements of a NATOPS check conducted in accordance with the Practical Test Standards within the allotted 17 day footprint. No written tests or exams are required. This curriculum is designed to comply with the C-40A Model Manager Approved Training Syllabi (refer to N61340-11-4-0044 Section C paragraph (c).(2).(iv)) and Section C, paragraphs (a), (b), and (c)). A detailed summary of the syllabus is provided as attachment 1.

The C-40A Initial Qualification Syllabus is divided into 3 sections:

1. Ground School
2. Part-Task Trainer
3. Simulator Training

Ground School (26 hours)

Administration/check-in (1.0 hour)

Aircraft performance training (7.0 hours)

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Systems overview (15 hours)

An instructor-led, general aircraft systems overview with question and answer period.

This two day class will utilize classroom, cockpit mockups, systems diagrams and instructor led computer based, animated training to review the 737 systems. The following systems will be covered during the systems overview.

General Aircraft Systems	
Airplane General, Emergency Equipment, Airstairs, Doors, Windows	Electrical System Engines, APU Fire Protection
Air, Environmental, Pneumatic System	Flight Controls Flight Instruments, Displays
Anti-Ice, Rain System	Flight Management, Navigation
Automatic Flight Systems	Fuel System
Communications	Hydraulic Systems Landing Gear and Brakes System Warning (Fire/Master) Systems Lighting Systems

Cockpit familiarization training (2.0 hours)

This module will provide an orientation to the 737 cockpit and introduce the pilot to the location and controls of various cockpit furnishings, cockpit setup and preflight and post flight flow patterns.

RVSM and Category II approach training (1.0 hours).

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Part task trainer (33 hours)

PTT 1 and PTT 2

- Two different/unique 3.5-hour periods
- Pre-brief - 1.0 hours
- Part task trainer time - 2.0- hours
- Debrief – 0.5 hours

PTT 3-6

- Four different/unique 6.5-hour periods
- Pre-brief 1.5 hours
- Part task trainer time 4.0 hours
- Debrief – 1.0 hours

Each PTT will be a unique event conducted in a US FOIA (b) (4) trainer that supports system interactivity. Routes of flight, weather conditions, and approach types will be varied so that each event represents a unique flight. The objective of the PTT phase is to develop a competence with regards to aircraft systems and profiles that will allow the pilot to focus on flying during simulator phase. US FOIA (b) (4)

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During the six PTT periods each pilot in a crew will train in the left seat for three of the six PTT periods and in the right seat for the remaining three PTT periods.

A procedures progress check will be conducted on PTT 6 to ensure that the pilot has sufficient knowledge to proceed to the simulator phase.

Simulator sessions (58.5 hours)

This phase will consist of nine (9) 6.5 hour simulator sessions each consisting of 1.5 hours of pre-brief; 4.0 hours of simulator time (2 hours each seat); and up to 1 hour of debrief time.

Upon completion of simulator training, pilots will have practiced and be able to perform all maneuvers and procedures required by 14 CFR Part 142 PTS (FAA-S-8081-5), and by 14 CFR Part 61 for Pilot-in-Command and Second-in-Command for a Type Rating/ATP FAA certification to the standards required by the PTS. Simulator training will be geared

towards train to proficiency rather than checking. Heads-Up Guidance System (HGS)

/Heads-Up-Display (HUD) training will be integrated into the simulator phase. As with the PTT phase, each event will represent a unique flight segment. US FOIA (b) (4)

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US FOIA (b) (4). Normal and abnormal, VFR and IFR, ground and in-flight, dual (balanced flight) and single engine (unbalanced flight), and emergency maneuvers and procedures will be covered in the simulator periods. A complete list of items is provided in the syllabus outline.

A NATOPS check will be conducted on Simulator period 7 or as prescribed by the C-40 NATOPS Model Manager. FTI will provide a simulator operator for this period and the Navy will provide a NATOPS instructor. US FOIA (b) (4) US FOIA (b) (4)

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US FOIA (b) (4) Simulator periods 8 and 9 will be LOFT events and may be converted to an additional training period and NATOPS recheck should the pilot fail the initial check. US FOIA (b) (4) US FOIA (b) (4) US FOIA (b) (4)

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PILOT RECURRENT AND CREW CHIEF RECURRENT TRAINING - OVERVIEW

This course is a draft, submitted for approval by the C-40A NATOPS Model Manager. US FOIA (b) (4) US FOIA (b) (4) US FOIA (b) (4)

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Qualification Curriculum is provided as an attachment ([Recurrent Pilot and Crew Chief Footprint](#)) ([Recurrent Pilot and Crew Chief Outline](#))

Pilots completing the proficiency training/courses will have reviewed all areas necessary to satisfactorily meet the FAA requirements under 14 CFR Part 61 for Pilot-in-Command and Second-in-Command for a FAA Type Rating. Simulator flight performance standards shall minimally be at the Type Rating/ ATP level for the C-40A Pilot Recurrent Training courses. An FAA check flight is not included as part of the recurrent syllabus.

Crew Chiefs scheduled for recurrent training must attend concurrently with a pilot. Crew Chiefs will attend the check in and systems overview with their pilot(s). Crew Chiefs will sit behind the pilot during simulator periods and perform duties per the C-40A NATOPS.

Recurrent Pilot and Recurrent Crew Chief Training shall be completed at an FTI provided facility within a total number of 5 training days not to exceed 5 calendar days. This training will consist of 1 day of classroom training and 4 full flight simulator periods (including the evaluation). The Pilot Recurrent and Crew Chief Recurrent Training course(s) is comprised of 34.0 hours of training consisting of:

Administration /check-in (1 hour)

Systems overview (8 hours)

An instructor-led, general aircraft systems overview with question and answer period.

This class will utilize classroom, cockpit mockups, systems diagrams and instructor led computer based training to review the 737 systems, aircraft updates and any pertinent lessons learned by C-40 operators. The following systems will be covered during the systems overview.

	General Aircraft Systems
Airplane General, Emergency Equipment, Airstairs, Doors, Windows	Flight Controls Flight Instruments, Displays Heads Up Display (HUD)
Air, Environmental, Pneumatic System	Flight Management, Navigation
Anti-Ice, Rain System	Fuel System
Automatic Flight Systems	Hydraulic Systems
Communications	Landing Gear and Brakes System
Electrical System	Warning (Fire/Master) Systems
Engines, APU	Lighting Systems
Fire Protection	RVSM

Simulator Training (26 hours)

Four (4) simulator sessions consisting of 1.5 hours of pre-brief; 4.0 hours of simulator times (2 hours each seat) and 1.0 hours of debrief time. All flight simulator-training periods should be geared to "train to proficiency". All engine (balanced flight), engine-out (unbalanced flight), emergency procedures, and Crew Resource Management will be practiced. Simulator training will minimally include all C-40A checklists, ground procedures, VFR and IFR procedures and events contained within the PTS. FTI will provide an instructor to operate the simulator and function as Air Traffic Control during simulator period #4 (four). A NATOPS/Instrument/CRM check will be administered during simulator period #4 (four), or as prescribed in the applicable ATS, with a Navy Certified NATOPS Instructor present.

GENERAL ITEMS APPLICABLE TO ALL COURSES

Purchase Unit

The purchase unit for all training courses will be per individual "student" (Trainee) for all courses; however, the minimum required crew for simulator periods will be two pilots for

the Pilot Initial and Pilot and Crew Chief Recurrent courses as described by the respective CLINs. In the event there is a lone/non-paired Navy pilot, the Navy will send a current Navy qualified C-40 pilot (when available) to attend the PTT and simulator sessions. If the Navy is unable to send a pilot, the FTI shall provide a qualified fill in pilot to sit in as the second pilot. This pilot will be in addition to the simulator instructor so that the training received by the lone pilot is the same as the training received by a paired Navy crew. In these pairing instances, the lone/non-paired pilot shall receive both the Left and Right seat portions of the PTT and simulator training.

Dry Simulator Time

Dry simulator time will normally not be purchased in units of not less than ~~US FOIA (b) (4)~~ Dry simulator time will include a Level C or higher 737-700/800 (C-40A) simulator as previously described, a fill in pilot qualified under Part 142 to perform fill-in duties for a pilot in training and a simulator operator.

Course Manuals

Each trainee shall receive a trainee Course Manual to keep. Course manuals will be course specific and include FTI contact information, directions to the training facility, a facility floor plan, syllabus footprint, maneuver profiles, lesson plans, and approach plates (DOD and Jeppesen). The course manual shall be included in the ATS. Refer to Section C, paragraph (c).(2).(iv).E.

End of Course Evaluation

All courses will contain an end of course evaluation that is to be completed by the trainees prior to leaving the training facility. A sample critique is included as an

attachment ([critique](#)). Evaluation form format and content shall be approved by the COR.

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All maneuvers/procedures shall be in accordance with the FAA approved Boeing 737-700 OEM's AOM/FCOM unless modified procedures are provided by the Navy/C-40A NATOPS model manager. AOM checklists (unless a Navy version is provided) shall be used and Navy NATOPS/Standard Operating/Supplemental Procedures shall be used (if provided). All pilot courses shall use and train on both DOD Approach Plates (Government furnished) and Jeppesen (FTI furnished). The Government C-40A Model Manager will provide a set of DOD Approach plates to FTI, but the FTI is advised that they may be out of date. The C-40A NATOPS Model Manager or other individual identified by the COR will be the final authority regarding the procedures, profiles and checklists to be used should there be any question regarding the use of Boeing AOM/FCOM vs. Navy procedures. No other data deliverables, other than the approach plates and supplement (if provided), will be provided by the Government.

Quality Control/Quality Assurance

Quality Control of this curriculum shall be conducted in accordance with the FTI Operations Manual section 1.3.

According to the applicable Federal Acquisition Regulation, Inspection of Services clause the US Navy will evaluate Flight Training International's performance under the contract. If at any time the QAP determines that FTI is in violation of any terms of the contract, they will notify FTI as soon as possible. FTI will immediately submit a letter to the QAP

outlining a plan for return to compliance with the contract as well as a timeline associated with that plan.

Cockpit Resource Management (CRM)

Flight Training International will integrate CRM/ACT (Cockpit Resource Management/Aircrew Coordination Training) training into all classroom academic training, simulator briefings/debriefings, and simulator/PTT training. [US FOIA (b) (4)]

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US FOIA (b) (4) US FOIA (b) (4) [REDACTED]. No student will have finished this course of instruction nor will the student be recommended for the evaluation phase unless the student demonstrates a satisfactory level of performance.

Grading

Grades will be collected electronically and submitted to the COR as part of the end of course submission. Refer to Section C, paragraph (c).(2).(iii)(C).

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SECTION 3: ADMINISTRATION, SCHEDULING AND THROUGHPUT

CAPABILITIES

ADMINISTRATION

Scheduling:

At least 60 days prior to the beginning of each government fiscal year (October through September), the COR will provide FTI an annual estimated quota requirement for the upcoming government fiscal year.

At least 90 days prior to the beginning of each quarter, FTI will provide class availability dates to the Government scheduling POCs via e-mail and accept draft schedules from them via e-mail. The names and contact information of the Government scheduling POCs will be provided to FTI by the COR/ACOR. Draft schedules shall be completed through the Government scheduling POCs and contractor. The draft schedules are non-binding.

At least 45 days prior to the quarter, FTI shall send the negotiated draft schedule to the COR/ACOR who will then assign CTN numbers and send the completed schedule back to FTI and the Government scheduling POCs for confirmation. After assignment of CTNs and confirmation, all schedules become binding. Any changes made to the schedule after confirmation by both FTI and the Government scheduling POC's must be in writing (email/telefax) and approved by the COR/ACOR.

(ii). The purchase unit for all training courses will be per individual "student" (Trainee) for all courses; however, the minimum required crew for simulator periods will be two pilots for the Pilot Initial and Pilot and Crew Chief Recurrent courses. In the event there is a lone/non-paired Navy pilot, the Navy will send a current Navy qualified C-40 pilot (when available) to attend the PTT and simulator sessions. If the Navy is unable to send a pilot, the FTI shall provide a qualified fill in pilot to sit in as the second pilot. This pilot will be in addition to the simulator instructor so that the training received by the lone pilot is the same as the training received by a paired Navy crew. In these pairing instances, the lone/non-paired pilot shall receive both the Left and Right seat portions of the PTT and simulator training.

The COR/Government POC will be responsible for informing FTI which recurrent syllabus will be required for the Pilot Recurrent or Pilot and Crew Chief Recurrent courses. Since the recurrent syllabus has the same footprint both with and without the Crew Chief present, the government may add or delete the crew chief from the schedule up to the start of training.

Classes will be available on a year round basis that allows for throughput rates delineated in Section C, paragraph (d)(1) with allowances for surges in quarterly average (anticipate higher throughput during summer months).

Daily Training Schedule and Crew Rest

The normal length of a training day is 9.5 hours including lunch. It may be increased up to 3.0 additional hours for a total of 12.5 hours with the trainee's consent and the telephone/telefax consent of the Contracting Officer's Representative (COR) or C-40A

Model Manager. No Pilot/Crew Chief training will be conducted between the period of 12:00AM (Midnight) and 6:00AM without the students consent and written/fax/telephone consent of the COR or Model Manager. No simulator training will occur between 0200 and 0500 local under any circumstances. FTI will insure the daily schedule allows for sufficient trainee rest, and provides for maintenance of trainee's circadian rhythms (a minimum of 9.0 consecutive hours of rest each day). No more than a maximum of six (6 qty) consecutive training days will occur without a minimum of 24.0 continuous hours' time off to allow for absorption of material and rest.

Cancellation of Quotas

The Government may unilaterally cancel any scheduled trainee quota up to and including 30 calendar days prior to the scheduled start date of a class at no cost to the Government. If the Government quota cancellation is made 29 days or less prior to the start of the training, FTI will be paid the unit price for that particular class, provided FTI is unable to fill the canceled quota from another source (e.g. military or civilian), and further provided that this unfilled quota is substantiated in the supporting documentation (i.e. "Contractor Certificate Letter of Training") attached to the invoice. In the case of an emergency (i.e. death, injury, illness, mission essential task, or any emergency which requires the scheduled training to be cancelled in the best interest of the Government), the Government will not be liable for payment. US FOIA (b) (4)

US FOIA (b) (4) US FOIA (b) (4) The "NO SHOWS", or cancelled quotas that could not be filled, shall be noted in the "Contractor Certificate Letter of Training."

Unsatisfactory Performance

If FTI determines that a trainee is failing or experiencing serious difficulties, FTI will notify the COR. If FTI assesses that additional simulator training beyond what has been provided during the training course would provide the necessary remediation for the trainee to successfully complete the course, FTI will notify the COR immediately. If the COR concurs, FTI will provide additional simulator periods as required. In the event FTI feels the student should be removed from training, FTI will submit a written (email/facsimile) request for removal to the COR for approval. If the request for release is approved by the COR, the Government will make full payment to FTI for said training as if the released student had completed the training. However, FTI is obligated to complete the training for the remaining crew member(s) attending the course.

DELIVERABLES

FTI will provide:

Course Availability Dates

FTI will provide course availability dates and quota scheduling information as required to the COR and/or COR designated scheduling Point(s)-of-Contact and/or government designated source. This shall include, but not be restricted to, periodic class quota assignment status reports with CTN's/course dates when requested by the COR.

Class Roster

Class Roster: A class roster shall be provided to the COR no more than three hours after each course start time via facsimile (FAX) or email. "No Shows" or unfulfilled assigned CTN's should be noted and brought to the COR's attention as soon as possible. The roster

shall minimally include the following information: FTI name/training site location/FTI point-of-contact, course title, course start/end date, trainee/student's name & rank, CTN, student's military command name/address/phone number.

End-of-Course Package

A full End-of-Course package shall be mailed to the COR and C-40A aircraft Model Manager no later than 10 working days after the final day of the course training. The Government shall have 15 working days to review and accept/reject the packages. Each trainee shall receive an abbreviated End-of-Course package no later than 15 working days after the final day of the course training. This shall consist of the trainee's original Diploma/Certificate of Course Completion and the trainee's Training Performance Summary (for their military training record). Trainee completion packets will be sent to their command unless requested otherwise by the COR.

The full End-of-Course packages shall consist of the following:

Contractor Certification Letter of Training

Upon completion of each course, FTI will prepare a "Contractor Certification Letter of Training". This company letterhead certification letter shall include the following minimum information and certifications: Name, rank, and command of each Trainee/student; course title, location of training; start/end dates, CTN, Trainee status (completed, dropped, no show, chargeable cancellation, or non-chargeable cancellation), contract/delivery order number; title/signature of the contractor's site manager; a statement certifying that all aspects of the training were in conformance with the contract

requirements, the quantity of students trained; and any other information relevant to the contractor's or trainee's performance for that course under the contract. A [sample of this letter](#) is attached. A [Diploma/Certificate of Completion](#), will be prepared for each Trainee who has satisfactorily completed all of the course's objectives that minimally includes trainee's name, course title, contractors name and FAA certification, date of training completions; and signature of contractor manager with title.

Training Performance Summary

A Training Performance Summary will be prepared for each Trainee who has completed any of the course's objectives. The following will be included for pilot training: description/list/ number of significant training events completed, IFR/VFR events, and simulator/flight time/landing/approaches performance.

Trainee Course Evaluation

FTI will provide each student with a [Course Evaluation Form](#) to complete at the end of each class. The format shall be approved by the COR. No Diploma/Certificate of Training or Training Performance Summary will be given until the trainee/student has completed and returned the Course Critique Form.

Approved Training Syllabi (ATS)

FTI will provide and maintain an ATS for each course. Modifications to the ATS shall be submitted to the C-40A Model Manager via the COR when required.

FTI will insure the ATS reflects the latest modifications as identified in FAA requirements, aircraft manufacturer guidance/manual and as directed by the Navy C-40A Model

Manager for Navy specific requirements.

FTI has included a draft syllabus with this proposal. If any immediate changes to this draft are requested, FTI will submit to the COR and C-40A Model Manager for approval an updated Preliminary Training Syllabi for each course within 15 working days after contract award. The Government shall have 15 working days from date of receipt to review submissions and provide any amendments to the contractor. The final Approved Training Syllabus (subsequent submission) shall be provided with any amendments to the COR and C-40A Model Manager 15 working days after receipt or the signed/amended Preliminary Training Syllabus. Each course Training Syllabi submitted shall include:

1. Course training objective;
2. Length of course and lessons;
3. Course daily event/lesson hourly break-out;
4. Course lessons/simulator period training subject outlines that demonstrate scope of each subject lesson content and procedures/maneuvers for each training event (ground school events, simulator period events);
5. Trainee/Course Student Manual (minimally consisting of a course schedule, course lesson/training event/simulator period outlines, list of references and supplemental amplifying materials (Each trainee shall receive a Course Student Manual to keep));
6. Course completion/ performance standards;
7. List of course training aids/devices;
8. Course simulator FAA certifications/level; and
9. Training Center 14 CFR Part 142 certification.

A joint Government/FTI post-award meeting may be conducted upon Government election at FTI. FTI will be responsible for developing and submitting minutes of the meeting to the COR (due 7 working days after completion of the meeting).

FORECAST SCHEDULING

Fiscal Year Breakdown of Tentative Training Schedule

The following is a fiscal year breakdown of the Government's tentative training schedule for the life of this contract.

ITEM DESCRIPTION		ESTIMATED # OF TRAIINEES
FY12-(01 Apr 2012 - 30 SEP 2012)		
1200	C-40A Pilot Initial Course	12
1201	C-40A Pilot Recurrent Course	60
1202	C-40A Crew Chief Recurrent Course	20
1203	C-40A Additional Simulator Periods	4 Hours
1204	C-40A Single Pilot Initial with Gov PilotC-40A	2
1205	C-40A Single Pilot Recurrent with Gov Pilot	2
1206	Single Pilot Initial with Contract Inst Pilot	2
1207	C-40A Single Pilot Recurrent with Contract Inst Pilot	2
FY13-(01 OCT 2012 - 30 SEP 2013)		
1300	C-40A Pilot Initial Course	32
1301	C-40A Pilot Recurrent Course	150

1302	C-40A Crew Chief Recurrent Course	60
1303	C-40A Additional Simulator Periods	4 Hours
1304	C-40A Single Pilot Initial with Gov PilotC-40A	2
1305	C-40A Single Pilot Recurrent with Gov Pilot	2
1306	Single Pilot Initial with Contract Inst Pilot	2
1307	C-40A Single Pilot Recurrent with Contract Inst Pilot	2

FY14-(01 OCT 2013 - 30 SEP 2014)

1400	C-40A Pilot Initial Course	32
1401	C-40A Pilot Recurrent Course	150
1402	C-40A Crew Chief Recurrent Course	60
1403	C-40A Additional Simulator Periods	4 Hours
1404	C-40A Single Pilot Initial with Gov PilotC-40A	2
1405	C-40A Single Pilot Recurrent with Gov Pilot	2
1406	Single Pilot Initial with Contract Inst Pilot	2
1407	C-40A Single Pilot Recurrent with Contract Inst Pilot	2

FY15-(01 OCT 2014 - 30 SEP 2015)

1500	C-40A Pilot Initial Course	32
1501	C-40A Pilot Recurrent Course	150
1502	C-40A Crew Chief Recurrent Course	60
1503	C-40A Additional Simulator Periods	4 Hours
1504	C-40A Single Pilot Initial with Gov PilotC-40A	2

1505	C-40A Single Pilot Recurrent with Gov Pilot	2
1506	Single Pilot Initial with Contract Inst Pilot	2
1507	C-40A Single Pilot Recurrent with Contract Inst Pilot	2
FY16-(01 OCT 2015 - 30 SEP 2016)		
1600	C-40A Pilot Initial Course	32
1601	C-40A Pilot Recurrent Course	150
1602	C-40A Crew Chief Recurrent Course	60
1603	C-40A Additional Simulator Periods	4 Hours
1604	C-40A Single Pilot Initial with Gov PilotC-40A	2
1605	C-40A Single Pilot Recurrent with Gov Pilot	2
1606	Single Pilot Initial with Contract Inst Pilot	2
1607	C-40A Single Pilot Recurrent with Contract Inst Pilot	2
FY17-(01 OCT 2016 - 31 MAR 2017)		
1700	C-40A Pilot Initial Course	22
1701	C-40A Pilot Recurrent Course	100
1702	C-40A Crew Chief Recurrent Course	40
1703	C-40A Additional Simulator Periods	4 Hours
1704	C-40A Single Pilot Initial with Gov PilotC-40A	2
1705	C-40A Single Pilot Recurrent with Gov Pilot	2
1706	Single Pilot Initial with Contract Inst Pilot	2
1707	C-40A Single Pilot Recurrent with Contract Inst Pilot	2

Throughput Capability

FTI will offer courses on a daily basis subject to simulator availability. US FOIA (b) (4)

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FTI projects that 16 crews attending initial qualification per year and 75 crews attending recurrent create an annual simulator requirement of approximately 1,775 hours of simulator time or approximately 150 hours per month. Similarly the contract calls for 208 PTT hours per year or approximately 18 hours per month. US FOIA (b) (4)

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The training forecasts provided indicate 1 initial qualification crew per month plus 1 additional initial qualification crew per quarter and approximately 6-7 recurrent classes

per month. US FOIA (b) (4) US FOIA (b) (4) FTI can easily absorb this

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FTI Organizational Chart

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ATTACHMENTS

ATTACHMENT 1 – FTI 142 CERTIFICATE

(Return)



Training Center Certificate

Number:
F3TX428K

This certificate is issued to

FLIGHT TRAINING INTERNATIONAL, INC.

whose primary business address is
3401 QUEBEC STREET, SUITE 9150
DENVER, COLORADO 80207

Upon finding that its organization complies in all respects with the requirements of the Federal Aviation Regulations relating to the establishment of an Air Agency, is empowered to operate an approved Training Center in accordance with the Training Specifications issued herewith, and may conduct training courses with respect to the following Parts of the Federal Aviation Regulations:

14 CFR PART 142

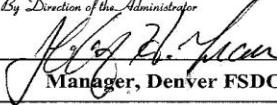
This certificate unless amended, suspended, or revoked, shall continue in effect indefinitely.

August 18, 1998
(Reissued: July 10, 2009)

Date issued:

Jeffrey H. Graves

Issuing Officer:

By Direction of the Administrator

Manager, Denver FSDO

THIS CERTIFICATE IS NOT TRANSFERABLE, AND ANY MAJOR CHANGE IN THE APPROVED FACILITIES, OR IN THE LOCATION THEREOF, SHALL BE IMMEDIATELY REPORTED TO THE RESPONSIBLE FLIGHT STANDARDS DISTRICT OFFICE.

Any alteration of this certificate is punishable by a fine not exceeding \$1000, or imprisonment not exceeding 3 years, or both.

FAA FORM 8000-43 (11-95)

NSN: 0052-00-917-9000

ATTACHMENT 2 – FTI TRAINING SPECIFICATION A-008

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Date: 3/18/2011

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ATTACHMENT 6 INITIAL QUALIFICATION FOOTPRINT

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ATTACHMENT 7 PILOT INITIAL QUALIFICATION SYLLABUS OUTLINE

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RVSM/CAT II Briefing

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Other Malfunctions (describe in comments)

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ATTACHMENT 8 - PILOT RECURRENT AND CREW CHIEF RECURRENT FOOTPRINT

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ATTACHMENT 9 - PILOT RECURRENT/CREW CHIEF RECURRENT SYLLABUS OUTLINE

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SIM 2 RECURRENT

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SIM 4 RECURRENT NATOPS CK

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ATTACHMENT 10 – COURSE CRITIQUE

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[Save Form](#)

[Clear Form](#)

[Print Form](#)

STUDENT COURSE CRITIQUE			
COURSE NUMBER	COURSE TITLE C-40 INITIAL QUAL		DATE
NAME OF STUDENT (Optional)	GRADE (Optional) ENS	ORGANIZATION (Optional)	
NAME OF INSTRUCTOR	GRADE CIV	REPLY REQUESTED <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
1. Did the course contain sufficient practical information?			
<input type="checkbox"/> UNSATISFACTORY <input type="checkbox"/> MARGINAL <input type="checkbox"/> SATISFACTORY <input type="checkbox"/> EXCELLENT <input checked="" type="checkbox"/> OUTSTANDING			
COMMENTS:			
2. Were course length and time for each unit of instruction adequate?			
<input type="checkbox"/> UNSATISFACTORY <input type="checkbox"/> MARGINAL <input type="checkbox"/> SATISFACTORY <input type="checkbox"/> EXCELLENT <input checked="" type="checkbox"/> OUTSTANDING			
COMMENTS:			
3. Were course training materials "user friendly"?			
<input type="checkbox"/> UNSATISFACTORY <input type="checkbox"/> MARGINAL <input type="checkbox"/> SATISFACTORY <input type="checkbox"/> EXCELLENT <input checked="" type="checkbox"/> OUTSTANDING			
COMMENTS:			
4. Were instructor(s) knowledgeable and professional?			
<input type="checkbox"/> UNSATISFACTORY <input type="checkbox"/> MARGINAL <input type="checkbox"/> SATISFACTORY <input type="checkbox"/> EXCELLENT <input checked="" type="checkbox"/> OUTSTANDING			
COMMENTS:			
5. Were the facilities and environment conducive to learning?			
<input type="checkbox"/> UNSATISFACTORY <input type="checkbox"/> MARGINAL <input type="checkbox"/> SATISFACTORY <input type="checkbox"/> EXCELLENT <input checked="" type="checkbox"/> OUTSTANDING			
COMMENTS:			
6. Were tests and progress checks appropriate to course structure?			
<input type="checkbox"/> UNSATISFACTORY <input type="checkbox"/> MARGINAL <input type="checkbox"/> SATISFACTORY <input type="checkbox"/> EXCELLENT <input checked="" type="checkbox"/> OUTSTANDING			
COMMENTS:			
7. Did this course better prepare you for your job?			
<input type="checkbox"/> UNSATISFACTORY <input type="checkbox"/> MARGINAL <input type="checkbox"/> SATISFACTORY <input type="checkbox"/> EXCELLENT <input checked="" type="checkbox"/> OUTSTANDING			
COMMENTS:			

AMC FORM 246, NOV 94 (IMT-V1)

ATTACHMENT 11 – SAMPLE CONTRACTOR CERTIFICATION OF TRAINING

[\(Return\)](#)

Date: 20 January 2012

From: Flight Training International

To: Mr.

SUBJ: Contractor Certification Letter of Training

During the period 01 January to 19 January 2012 the following personnel attended C-40 initial pilot training at the FTI campus in Dallas, Texas.

Name	Rank	Command	Outcome
Ely, Eugene	LT	VR-56	Pass
Pettibone, G	CAPT	VR-59	Pass
Puresome, Y	ENS	VR-59	Pass

All aspects of training were in compliance with the requirements of contract number N61340-11-R-0044.

Respectfully,

Training Center Manager

ATTACHMENT 12 – COURSE DIPLOMA AND CERTIFICATION LETTER

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Between 01 Jan 2012 and 19 Jan 2012

LT. EUGENE ELY

While assigned to

FLEET LOGISTICS SUPPORT SQUADRON 56

Successfully Completed All Training Required by Flight Training International Inc.'s
B-737-700/C-40A Type Rating Course - Model: *B-737-700 Contract N61340-11-R-0044*
At FTI's Dallas Training Campus

Training Curriculum

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Training Center Manager

Date

Not Valid Without Raised FTI Seal

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